



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR 1—CHART INFORMATION

SECTOR 1

SOUTH COAST OF AFRICA—CAPE OF GOOD HOPE TO CAPE RECIFE

Plan.—This sector describes the S coast of Africa from the Cape of Good Hope ESE to Cape Agulhas, a distance of 82.3 miles. From Cape Agulhas, the coast is described ENE to Cape Recife, a further 293 miles. The SW coast of Africa is described in Pub. 123, Sailing Directions (Enroute) Southwest Coast of Africa.

General Remarks

1.1 Tides—Currents.—Throughout the year, the west-flowing Equatorial Current in this area lying well S of the Equator, (unlike the corresponding flows in the Atlantic and Pacific), passes Cap d'Ambre, the N extremity of Madagascar, and meets the African coast in the region of Cabo Delgado. Here some of the water turns N, the rest flows down the coast in a S or SW direction, and is known as the Mozambique current as far S as the Baía de Lourenço Marques. From there onwards, it is known as the Agulhas Current, which is somewhat reinforced by the South Equatorial Current flowing past Cap Sainte-Marie at the S end of Madagascar. The S side of the general circulation is formed by the Southern Ocean current, which sets in NE and E directions.

Between 20° E and 32° E some of the Agulhas Current recurves SE and so passes into the N part of the Southern Ocean Current just mentioned. The bulk of the Agulhas Current, however, continues to follow the South African coastline and, passing over the Agulhas Bank, enters the Southern Atlantic Ocean, where it contributes to the flow of the Benguela Current of that ocean.

The Equatorial Current, divides when it reaches the coast of Africa. The exact point at which this occurs varies from 10° to 11° S, during the boreal (northern) to 9° to 10° S, during the austral (southern) summer. It is now necessary to study the current pattern to the N of this division.

As far as 2° S, the N flow is steady during the whole year. It is known as the East African Coast current. Thereafter a striking reversal takes place. From April to October, the flow N (following the coastline and becoming NE) is maintained as far N as Ras Asir (12° N) but in the months December to February, owing to monsoonal influence, this direction is completely reversed and the flow between Ras Hafun and a point about 2° S becomes roughly SW. The name Somali Current is used by oceanographers for that part of the coastal current that undergoes a seasonal reversal. When the Somali Current is S it turns E at 2° S and passes into the Northwest Equatorial Countercurrent. During the northern summer, the Northeast Somali Current curves away from the African coast near Ras Hafun and becomes virtually indistinguishable from the Equatorial Countercurrent. It should be noted that the reversal of the Somali Current tends to occur a month or so ahead of the change of direction of the monsoon wind.

Mozambique Current.—The island of Madagascar screens the channel from the direct W flow of the Equatorial Current, across the ocean. Currents in the channel are affected by the

varying force of those flowing round either end of Madagascar as well as by many local conditions. The Mozambique current, flows SW on the W side of the channel, forming the only well defined current in the channel. It extends also into Baía de Sofala, near the shore of which a NE countercurrent is however sometimes found. The great strength, variety, and general uncertainty of the current in all parts of the Mozambique Channel render it necessary for a vessel's position to be constantly verified by observations.

The Mozambique Current is a fairly strong and constant current throughout the year, but attains its greatest strength and constancy from about October to February, the northern monsoon season, particularly between Cabo Delgado and Mozambique. No exact estimate can be formed of the width of this current. Off the more unbroken parts of the coastline, such as that N of Mozambique and also N of **Cabo das Correntes** (24° 06'S., 35° 30'E.), it is probably 60 to 100 miles wide. The current flows across the mouth of the large Baía de Sofala, but also extends in width to fill a large part of this bight, probably to the 180m curve.

Rates from 1 to 2 knots are frequent in the region of the Mozambique Current, at all times of year, and rates between 2 and 3 knots are not uncommon. Rates exceeding 3 knots may also be experienced, except in May to July, when the current is weakest. Rates of 4 knots, from 90 to 107 miles per day, have occasionally been recorded during the period 1910 to 1934, in the months of September to December inclusive. On the other hand, the greatest rate recorded, during this time period, in the months of May to July, was 64 miles per day.

The predominant directions of set within the Mozambique current are from S to SW inclusive, but sets in W, WSW, and SSE directions are also relatively frequent. Sets in all other directions, including those between N and NE, in direct opposition to the normal flow of current, may be experienced at times, either in the usual region of the Mozambique Current, or immediately to seaward of it. These variable and reverse sets may attain or exceed the rate of 1 knot.

Near the coast of Baía de Sofala, beginning almost as far S as Cabo das Correntes and extending N beyond **Rio dos Bons Sinais** (18° 03'S., 36° 59'E.), there is often a countercurrent setting NE and extending a considerable distance offshore, especially off Sofala, during the strength of the southern monsoon. There is little exact information about the frequency and rate of this countercurrent, which is probably weak and intermittent; however, a rate of 35 miles a day has been recorded in May. The prevailing wind appears to have a marked effect on the set of current within a few miles of the coast. Currents setting more or less directly on shore have been recorded in the neighborhood of Beira and elsewhere in the bight; these may attain or exceed the rate of one knot at times.

Observations of current off the W coast of Madagascar are scanty. Generally speaking the extreme variability of direction of currents here was confirmed. Part of the Equatorial Current, flowing past Cap Sainte-Marie, turns N along the SW coast of

Madagascar, but gradually weakens, and there is no evidence of a general N current up the W coast of the island. The current is usually of no great strength; its direction appears to follow that of the wind, being sometimes N and sometimes S. Southerly currents up to a rate of 1.5 knots have been experienced. Off the W coast of the peninsula, of which Cap d'Ambre is the northern extremity, the combined current and tidal currents normally set N at rates up to 2.5 knots. This passes into the main part of the Equatorial Current setting westward past Cap d'Ambre.

The Equatorial Current sets westward at an average rate of 1.5 knots between **Saint Lazarus Bank** (12° 12'S., 41° 24'E.) and Iles Comores. A little NW of this group, in December, it has been found setting nearly due W at a rate from 2 to 3 knots. Iles Comores lie on the southern boundary of the Equatorial Current, which flows past Ile Grande Comore (Comoro). The boundary being about 12° S, this W current is found N of **Ile Anjouan** (12° 10'S., 44° 29'E.). In the vicinity of Ile Mayotte (Mayotta) the current is variable. Between Ile Mayotte and Ile Anjouan, the current generally sets SW, but at times SE with considerable strength. About the S end of Ile Mayotte an E current is common. Currents in some E directions appear to predominate throughout most of the year S of Ile Comores to 14° S, particularly SE of Ile Mayotte, between 45° E and the NW coast of Madagascar. This E current turns NE as it approaches this coast, and finally passes into, or forms a seaward extension of, the N current off the W coast of the Cap d'Ambre Peninsula, referred to above.

South, from 14° S until past the narrow part of the Mozambique Channel, no dependence can be placed on the direction or rate of the current: it may run 3 knots one way and at times as much another.

In the remaining part of the Mozambique Channel, S of 18° S and E of the Mozambique Current, the currents experienced are variable and may set in any direction, the majority at rates up to one knot, but occasionally attaining or exceeding 2 knots. Currents, with a N component predominate, however, in certain parts of the channel. A N set is thus often experienced immediately E of the Mozambique Current. In the S part of the channel the sea temperature may indicate the presence of this countercurrent. If below 20° it may be concluded that the vessel is certainly E of the S Mozambique Current.

In the middle of the channel, between 20° to 22° S, 38° to 42° E, the predominant current is from N to NE throughout the year, the wind being generally S. Between May and August, the period of the greatest strength of the South Monsoon, a current apparently sets NW from the S extremity of Madagascar past **Ile Europa** (22° 20'S., 40° 26'E.), as far W as 40° E, and then turns N, but it should not be depended on. Near this island, in November, the current has been found setting NW at a rate from 2 to 2.5 knots, causing strong tide rips, but neither the rate nor direction of these currents may be the same for two consecutive days.

Agulhas Current—Delagoa Bay to 28° E.—This part of the Agulhas Current is stronger and more constant than that W of 28° E. The directions of currents mainly experienced are, in order of frequency, SW, SSW and S, but occasional currents are met from any point of the compass. The axis of the strongest current is on or near the 180m curve.

The current is strongest during February to April, when about 16 percent of all currents observed exceed the rate of 3 knots. The corresponding proportions for the remainder of the year are, May to October, 9 percent, November to January, 13 percent. The strongest currents observed are from 4 to 5 knots; most of these are recorded between 31.5° S and 33.5° S, at all times of the year, but least frequently in May to July. This short section of the current is therefore the strongest part of the whole course of the Agulhas Current.

As with all other great coastal currents of the world, it is not possible to define a seaward limit, since the preponderance of sets in or near the main direction of the current decreases gradually seaward. The following remarks give information regarding the strength of the current at various distances from the coast.

Observations indicated that the main body of the Agulhas current was outside the edge of the 180m curve, and that outside this edge, a 4 knot current was experienced. Inside the edge of the 180m curve, the current decreased gradually on approaching the coast. The strength of the current varied considerably with the wind.

Observations of the Agulhas Current, between Durban and 34° S, in the months of February to April, resulted in the plotting of mid positions of 71 observations of current made during the period 1910 to 1930.

Five drifts of 100 miles per day or more were all observed between 31° S and 33° S, within 12 to 16 miles from the coast; the two greatest were at the rate of 120 miles per day. Four out of six drifts of between 90 and 100 miles per day were either on the edge of the 180m curve or a few miles outside it; one was experienced about 32 miles from the coast. A drift of 96 miles per day was observed about 3 miles from the coast, north of the entrance to the Saint John's river, while two of 80 miles per day and one of 58 miles per day, were recorded still nearer the coast. The majority of weaker drifts, less than 2 knots, observed within 30 miles of the coast, were within the edge of the 180m curve.

Inshore Countercurrents.—Between the main current and the coast, countercurrent flowing in a NE direction and following the trend of the coast, are experienced at times, especially at the entrance to the Great Fish River, East London, Cape Morgan to **M'bashe Point** (Bashee Point) (32° 15'S., 28° 55'E.), Port Saint John's, Durban and the Aliwal Shoal, Port Durnford Point to O'Neill Peak, Zavora to Ponta da Barra, Ponta da Barra Falsa to Cabo Sao Sebastiao, and Mozambique. In general, these countercurrents are probably weak, though in places they have been observed to reach 1 or 1.5 knots, and they are influenced by the wind prevailing at the time. A strong countercurrent generally forecasts a strong SW wind.

Agulhas Current.—In the vicinity of 24° E, the Agulhas Current spreads out and weakens, the main part of it continues over the Agulhas Bank past Cape Agulhas and, entering the South Atlantic Ocean, passes into the Benguela Current of that ocean. The warm water of the Agulhas Current usually fills False Bay, but during long NW gales it is occasionally driven out and replaced by cooler water from the Atlantic Ocean setting E. Agulhas Current water seldom reaches Table Bay, the water of which is normally much cooler than that in False Bay.

Another part of the Agulhas Current sets SW, following the SE edge of the Agulhas Bank and this recurves, turning S and SE into the N part of the E Southern Ocean Current, about 38° S. A similar recurvature takes place from the seaward edge of the Agulhas Current further N. The region of recurvature, therefore extends from 32° S to the SE side of the Agulhas Bank. This recurvature is not very constant, being subject to considerable variation. It is weakest in May to July when the flow of the Agulhas Current is weakest.

Not all the water flowing down the SE side of the Agulhas Bank recurves; some of it passes over the S part of the bank or round its S edge.

The current set is very variable in this region; while the predominant directions are between WNW and SSW, currents in any other direction may be met. The majority of currents does not exceed the rate of 2 knots, but occasional currents, in the predominant directions are stronger and may reach or exceed 3 knots throughout the year. A current of 4 knots was observed in July, 1914, in position 36° 04'S, 22° 55'E. .

Near the coast, between Cape Hangklip and Cape Agulhas, the current occasionally sets in an ESE direction, or dangerously towards the land, with sometimes, a rate exceeding 1 knot. In this locality, many vessels have been lost through not allowing for this possible set.

Between Cape Agulhas and the entrance to the Kowie River, about 27° E, an inshore current setting E about the same rate is also frequently experienced in fine weather, and, except off the mouths of the rivers, it follows the trend of the coast, extending probably from 1 to 6 miles offshore. Off the coast, between the entrance to the Kowie River, and East London, from observations made during the period April to July, 1938, the countercurrent was found to be generally weak, and extended only a short distance from this part of the coast. Proceeding from East London to Cape Agulhas during strong W winds, no current was experienced at about 7 miles from the coast.

All reports agree that E of Cape Agulhas, there is often an indraft, which seems to be strongest between January and April, both months inclusive, and a large proportion of the wrecks which have occurred between Cape Agulhas and Cape Infanta have been attributed to it.

Caution.—Although the S edge of the Agulhas Current has a tendency to set from the land, the N or inner edge has a tendency to set towards it. This is especially apparent W of Algoa Bay, where during and after SE, W, or NW gales, the current is at times deflected from its normal course and turned directly towards the land. This deflection forms a very dangerous element in the navigation of the S coast of Africa.

Southern Ocean Current.—The current which flows S of the Cape of Good Hope, from the South Atlantic Ocean across the South Indian Ocean, forms part of the Southern Ocean Current, which sets generally E round the globe. It is produced by the predominating W winds of the Roaring Forties, and its S limit lies on the average about 66° S, in the longitudes of the South Indian Ocean.

The Southern Ocean Current, in the longitudes of the South Indian Ocean, is not a well defined or constant current. It is a region of variable current with some predominance of sets having an E component. The variability is greater E of 80° E than in the W half of the ocean. The most constant E flow is

found between 38° S and 42° S, 20° E to 60° E, in August to April, and between 40° S and 42° S and the same longitudes in May to July. In this region a moderate proportion of currents, with rates of 1 and 2 knots will be met. Rates exceeding 2 knots are, however, rare. Elsewhere the proportion of currents exceeding 1 knot is smaller, and rates exceeding 2 knots have not been recorded.

The mean resultant set, the direction of the drift of water in the long run, is E, between 20° E and 40° E, NE between 40° E and 80° E, and between E and SE when E of 80° E. The predominant flow of current will, therefore, tend towards these directions.

The current has no defined N boundary; the predominance of E sets decreases with decreasing latitude in the central longitudes of the ocean until it merges into the region of variable current S of the Equatorial Current. Some predominance of E set is found as far N as 28° S or 30° S in the central longitudes of the ocean.

Equatorial Current.—A large part of the Equatorial Current flows W past Cap d'Ambre towards the African coast. Westward of 65° E or 70° E, the current strengthens considerably, during May to October the period of the Southwest Monsoon. Between 8° S and the latitude of Cap d'Ambre, 44° E to 52° E, more than half the currents experienced during this season have rates exceeding 1 knot, and rates exceeding 2 knots are not uncommon. Occasional currents with rates exceeding 3 knots also occur. The predominating directions are NW to SSW, inclusive. The Equatorial Current, W of about 60° E, widens, so that its N limit is in about 4° S. It thus passes over the Seychelles Bank from June to September, inclusive. Westward of 52° E, and therefore, immediately W of the region where water recurves NE from the Equatorial Current into the countercurrent, W and NW sets are found as far N as 2° S, or even to the equator, as the Equatorial Current flows, into the East African Coast Current.

During the Northeast Monsoon period, November to January, the current past Cap d'Ambre strengthens slightly, as compared with that in the open ocean, and occasional sets exceeding 2 knots are experienced. The N limit of the current N of Cap d'Ambre is in about 6° S. In February to April there is no such strengthening, and the width of the current N of **Cap d'Ambre** (11° 58'S., 49° 16'E.) is further reduced, the N limit being about 8° S. North of this the NE sets of the recurvature into the counter current are found.

In the region of general W flow from S of Cap Sainte-Marie towards the African coast a high degree of variability of current is to be expected with, at times, almost or quite as many E sets as W ones. A considerable proportion of currents exceeds the rate of 1 knot, irrespective of direction. No offshoot exceeding 2 knots has been recorded from this N flow into Mozambique Channel.

Somali Current.—The periods in which this current set in alternate directions does not entirely correspond to the periods of the two monsoons. The N flow covers the whole of the SW Monsoon period but begins before the SW Monsoon wind is established in this region about the beginning of May. March is the transition month for the change of current direction. In this month the current runs N from 5° N; in April the whole of the current runs N. These periods are averages and may be subject

to some variation from year to year, as the time of the change of the monsoons is not always the same.

The strong NE current, which prevails along the African coast during the SW Monsoon, is stronger near the coast and decreases rapidly at a distance of over 50 miles offshore.

Eastward of a line joining positions; equator to 48° E, and 6° N to 54° E, or about 200 miles from the coast, the current is almost negligible, and may sometimes be going SW.

April to October the current sets N following the trend of the coast, from Cabo Delgado to Ras Asir, and water branches E from the seaward side of this current N of the equator. The main body of the Somali Current turns E away from the coast in 7° to 10° N, and subsequently SE, into the general East Monsoon drift of the North Indian Ocean; the more S part enters the Equatorial countercurrent. The part continuing past Ras Asir and water branching from this and passing E of Suqutra, enters the Arabian Sea.

The Somali Current during these months is strong and relatively constant, but directions other than those between N and E occur at times. Between Cabo Delgado and **Mombasa** (4° 05'S., 39° 40'E.), a considerable proportion of the currents experienced on the shipping tracks exceed the rate of 2 knots, with occasional ones exceeding 3 knots, chiefly in May to July. The current runs past the islands and channels of Mafia, Zanzibar and Pemba at a rate of 2 to 4 knots.

Between Mombasa and 6° N, the sets are mainly between N and NE. A large proportion of the currents exceed the rate of 3 knots in May to July, and occasional ones may attain or exceed 4.5 knots. The strongest current that has been reported in this region is one of 5.5 knots in May, 1915, between Uarscieh and **Ras Assuad** (4° 33'N., 48° 01'E.). In August to October, while many currents are met with rates of from 2 to 3 knots, the number exceeding 3 knots is considerably smaller than in May to July. Some sets in other directions occur in April to October, chiefly between W and S.

Between 6° N and Ras Asir stronger currents are observed in August to October than in May to July, in which period the rate of 3 knots is seldom exceeded.

The Somali Current, as it branches E into the ocean S of Suqutra, is very strong in July to September, during the height of the SW Monsoon. In these months the area of strongest current is between 7.5° and 10.5° N and 51.5° and 54.5° E.

Many currents with rates between 4 and 5.5 knots have been reported, with occasional observations of 6 knots and over, the maximum being one of exactly 7 knots. The rates of 6 knots and over are greater than those known in any other oceanic region. When the current is setting strongly ESE or SE it is athwart the wind and there is often a very heavy confused sea over a considerable area in this locality. In making the coast of Africa from E care should be taken to avoid the strength of the current by keeping well to the S.

In addition to these very strong currents which set between NE and SE, currents in all other directions may be experienced in April to October, but these do not usually exceed 1 knot. In August to October, however, currents setting between N and WNW may attain rates of 2.5 to 3 knots.

The remarks made above about the difficulty of assigning a definite width to the Agulhas Current apply also to the Somali Current, especially N of the Equator, where it branches E. In August, 1964, the U.S. vessel *Argo* found it to be

approximately 60 miles wide at 2° S and also at 2° N. In 4° N the British Research ship *Discovery* experienced a 6 knot current 15 miles offshore. Farther off the current decreased to less than 1 knot at 140 miles from the coast but speeds over 3.5 knots have been reported at 130 miles out.

A survey during August and September, 1964, reported the existence of a big current swirl to the S of Suqutra and also another centered near position 6° N, 52° E. It is not certain, however, that these are permanent features. Also found that the greatest rate of flow of the Somali Current in summer, as much as 7 knots, is probably at the point where it first begins to curve away from the coast at 8° N.

Eastwards of the island of Mafia, in about 8° S, the current is found sometimes to extend only about 30 miles offshore, but at other times much more, rendering it difficult to estimate its effect when approaching the coast from seaward.

November is a transition month for current direction, and the currents are more variable. The predominant directions are S or onshore.

December to February the Somali Current flows S from about 10° N during these months. North of 10° N, past Ras Hafun to Ras Asir, the current is N throughout the year. The only change on this stretch of coast is that during the Southwest Monsoon period the predominant direction is NE, i.e. away from the coast, while during the Northeast Monsoon period it is NW, towards the coast. During the Southwest Monsoon, however, the current close inshore off **Ras Asir** (11° 50'N., 51° 17'E.) rounds that cape to the W.

South of 10° N, the current sets S following the trend of the coast, the most frequent directions being from WSW to SSW. The maximum rates of current, between 6° N and 2° S, may reach or exceed 3 knots, with occasional ones at 3.5 to 4 knots. The strongest and most constant section of the current is between 6° N and 2° N, where about one current in eight may be expected to exceed 2 knots. Even in this part of the current, a number of sets in other directions are met, mainly NW and SE.

The meeting of the N and S sets takes place between the island of Lamu and Isolotto Famauali in from 1.5° S to 2.5° S, the opposing sets producing an offset from the coast. The exact place of meeting probably varies with the monsoon, extending a little S when this is particularly strong. Off **Malindi** (3 15'S.), the S current may be found running within the 180m bank, while the N current is flowing outside this edge.

The N current flowing along the coast from the region of Cabo Delgado to the meeting point with the S current sets between NNE and WNW, N being the most frequent direction. A small proportion of current exceeds the rate of 2 knots and a few may exceed 3 knots, northward of 4° S. Occasional currents set in other directions, chiefly between W and S.

S of about 2° N, water branches from the seaward side of the S current to pass into the eastgoing Equatorial Countercurrent. At the S extremity of the S current, where it meets the N current, the water is similarly diverted so that SE sets may be found seaward of the N coastal current; between about 2° S and 4° S.

March is a transition month for current direction, and the currents are more variable. The predominant direction is still southerly S of 5° N, but N of this it is N.

Abnormal Waves.—Under certain weather conditions abnormal waves, of exceptional height, occasionally occur off

the SE coast of South Africa causing severe damage to ships unfortunate enough to encounter them. In 1968 S.S. World Glory, of over 28,000 grt, encountered such a wave and was broken in two, subsequently sinking with loss of life.

These abnormal waves, which may attain a height of 19.8m or more, instead of having the normal sinusoidal wave form have a very steep fronted leading edge preceded by a very deep trough, the wave moving NE at an appreciable speed. These waves are known to occur between the latitudes of Great Fish Point and Durnford Point, mainly just to seaward of the continental shelf, where the Agulhas Current runs at its strongest. A ship has, however, reported sustaining damage from such a wave 30 miles to seaward of the continental shelf. No encounters with abnormal waves have been reported inside the 180m curve. When heavy seas have been experienced outside the 180m curve, much calmer seas have been experienced closer inshore in depths of 92m.

Abnormal waves are apparently caused by a combination of sea and swell waves moving in a NE direction against the Agulhas Current, combined with the passage of a cold front. Swell waves generated from storms in high latitudes are almost always present off the SE coast of South Africa, generally moving in a NE direction. These are sometimes augmented by other swell waves from a depression in the vicinity of **Marion Island** (46° 52'S., 37° 45'E.), and by sea waves generated from a local depression also moving in a general NE direction. Thus there may be three and sometimes more wave trains each with widely differing wave lengths all moving in the same general direction. Occasionally the crests of these different wave trains will coincide causing a wave of exceptional height to build up and last for a short time. The extent of this exceptional height will be only for a distance of a few hundred meters, both along the direction the waves are travelling and along the crest of the wave. In the open sea this wave will be sinusoidal in form and a well found ship, properly handled, should ride safely over it. However, when the cold front of a depression moves along the SE coast of South Africa it is preceded by a strong NE wind. If this blows for a sufficient length of time, it will increase the speed of the Agulhas Current to as much as 5 knots. On the passage of the front the wind changes direction abruptly and within 4 hours may be blowing strongly from a SW direction. Under these conditions, sea waves will rapidly build up, moving in a NE direction against the much stronger than usual Agulhas Current. If this occurs when there is already a heavy swell running in a NE direction, the occasional wave of exceptional height, which will build up just to seaward of the edge of the continental shelf, will no longer be sinusoidal but extremely steep fronted and preceded by a very deep trough. On encountering this trough, a ship steaming in a SW direction will find the bow still dropping into the trough with increasing momentum when encountering the steep fronted face of the oncoming wave. The wave will eventually breaking over the fore part of the ship with devastating force. Because of the shape of the wave a ship steaming on a NE course is much less likely to sustain serious damage.

The weather conditions giving rise to the abnormal waves are likely to occur most frequently in the winter months, but will obviously occur at any time of the year if the conditions are right.

Ships proceeding S off the SE coast of South Africa in conditions of heavy swell from a SW direction, and with strong NE winds blowing with a falling barometer, should keep well clear of the seaward edge of the continental shelf if a cold front bringing strong SW winds is forecast.

Cape Point to Simons Bay

1.2 Cape Peninsula extends for a distance of about 28 miles in a S direction from Table Bay to the Cape of Good Hope. From the W the peninsula presents a high and rugged appearance from Table Bay as far S as Paulsberg, 4 miles N of **Cape Point** (34° 21'S., 18° 30'E.), and between these latter places the land is high and even, with the exception of two peaks near the S extremity, which, from a considerable distance, have the appearance of an island, in the form of a saddle.

Caution.—An extensive bank lies within the 30m contour off the Cape of Good Hope, and stretches from positions approximately 2 miles W and SW of **Cape Maclear** (34° 21'S., 18° 28'E.) to positions approximately 2 miles S and 1 mile SE of Cape Point. Except during the calmest weather, seas break over the whole area and also breaks heavily over the various rocks and shoals within it. Ships on passage should give this bank a wide berth.

Southwest Reefs lie on the above bank, in a position about 1 mile SW of Cape Maclear. Dias Rock lies about 0.2 mile S of Cape Point, and **Bellows Rock** (34° 23'S., 18° 29'E.), which dries 1m, lies 2 miles S of Cape Point, close inside the 30m curve. Anvil Rock lies about 1.2 miles SE of Cape Point Light; it is covered 3.9m and breaks in heavy swells.

Rocky Bank (34° 25'N., 18° 36'E.) is an extensive shoal area lying between 4.5 and 6.5 miles SE of Cape Point. The least charted depth over it is 22m, situated at a distance of 5.7 miles from the point.

Unexploded ordnance has been reported (1987) to lie within a radius of 1 mile, centered on position 34° 27.0'S, 18° 26.5'E.

Directions.—In clear weather, a vessel approaching the **Cape of Good Hope** (34° 21'S., 18° 29'E.) from the NW, by day, should keep well to seaward of the shoal water off SW Reefs. After passing these shoals course should be altered so as to pass not less than 0.5 mile S of Bellows Rock, and then steer between Rocky Bank and Anvil Rock until clear of the latter. At night, a vessel should keep in soundings of more than 50m while in the red sector of Cape Point Light.

Laden tankers should not approach the coast within a distance of 25 miles.

Vessels approaching the Cape of Good Hope, especially in thick weather or in any doubt of their positions, should never omit the precaution of obtaining soundings in good time.

In clear weather a vessel approaching from W, by night, should sight Cape Point Light at a distance of 23 miles, provided it is not obscured by land, on a bearing of 106° or more, in which case Slangkop Light should be seen at a distance of not less than 17 miles.

In thick weather by day or night, should the land or lights not be seen, a vessel should not approach the coast but should keep SW in depths of more than 100m until such times as the position has been accurately determined.



Courtesy of Simon Baillie-Cooper
Cape Point Light

Vessels bound E along the coast, having passed the coast at a prudent distance, should take careful bearings at the Cape of Good Hope Light as long as it is in sight, and make every allowance for a possible E onshore set in shaping the course to pass Danger and Quoin Points. Danger Point should not be approached at night, with a depth less than 60m, and the mariner should bear in mind that Cape Agulhas Light should be kept bearing 095°.

On approaching the land by day or night, the vessel should enter Valsbaai as described above.

Vessels approaching from the E, when Cape of Good Hope Light is in sight vessels standing in toward the land should be guided by frequent bearings of it and of Danger Point Light, to avoid the rocks off the latter. When W of Danger Point, Cape

of Good Hope Light should not be brought more W than 285°, which bearing clears all danger off Kapp Hangklip. As Kapp Hangklip and the narrow neck of land connecting it with the shore are very low, great caution is necessary when passing it in hazy weather.

In standing toward any part of this coast, the mariner should not lose sight of Cape Agulhas Light. Between 1 November and 30 June intensive crayfishing takes place in the area up to 4 miles offshore between Slangkoppunt (34° 09'S., 18° 19'E.) and Cape Point, and occasionally over Rocky Bank. Trap buoys are brightly colored and the fishing area is marked by dan buoys with flashing white lights. Mariners are advised to keep at least 5 miles offshore and well clear of Rocky Bank.

1.3 False Bay (Valsbaai) (34° 21'S., 18° 39'E.) is a large bay entered between Cape Point and Kaap Hangklip; it extends N about the same distance. There are several dangers in the bay but it provides good anchorage except where the bottom is rocky or steep-to. The W and E shores of the bay are generally rocky with a few sandy bays. The N shore is a fine sandy crescent about 17 miles in extent, which is broken by some off-lying rocks and cliffs.

Tides—Curr ents.—The direction and rate of circulation of the surface water in the bay is somewhat unpredictable being largely wind induced. Currents, which are nearly all of a circulatory nature, seldom exceed 0.5 knot tidal currents, though weak, would appear to affect the general circulation; the ebb flow is S and that on the flood N.

Under certain meteorological conditions abnormal waves are generated in False Bay which, breaking on certain steep-to and rocky stretches of the coast, can cause damage or loss of life.

Commercial vessels are no longer allowed to anchor in False Bay, except in special circumstances.

Foreign vessels may not enter False Bay unless in an emergency without prior permission of the Ministry of Transport, Capetown.

Caution.—Net fishing operations may take place in False Bay, from **Smitswinkelbaai** (34° 16'S., 18° 29'E.) to the beach fronting the village of **Macassar** (34° 05'S., 18° 45'E.). The nets, which may extend up to 600m from shore, are rarely marked. Vessels should navigate with caution in these areas.

A fishing zone, inshore of which the use of purse seine nets is prohibited, is situated in False Bay between a line joining Cape Point Light and Kaap Hungklip Light. The prohibition extends from 1st May to 14th February.

1.4 Buffels Bay (34° 19'S., 18° 28'E.), 2.7 miles NNW of Cape Point, is a small bight which can be recognized by a white sand patch. There are depths of 7.3 to 9.1m near the shore. Anchorage is prohibited within a cable area, extending about 2 miles ENE from the shore of Buffels Bay.

From Buffels Bay the coast trends in a general NNW direction to Simons Bay, a distance of about 8 miles. The intervening coast is steep-to; the 30m curve lies from 0.1 mile offshore close N of Buffels Bay, to 1.5 miles offshore, at the S entrance to Simons Bay.

Batasa Rock (34° 16.5'S., 18° 28.9'E.) is 1.2m high. A disused ammunition dumping ground is situated about 1 mile NNE of the rock.

Whittle Rock (34° 15'S., 18° 34'E.) lying well out in the bay, 4.5 miles ENE of Batsata Rock, in a depth of 3.6m; the rock breaks occasionally.

Millers Point (34° 14'S., 18° 29'E.) is the most prominent point on the coast between Cape Point and Simon's Town. It slopes gradually from the foot of the Swartkopberge to a series of large boulders, 8 to 9m high, interspersed with sheltered sandy inlets.

Oatland Point, situated 1.5 miles NNW of Millers Point, is the site of a range beacon, which with a beacon 0.9 mile distant bearing 294.5° are the N transit beacons for clearing Whittle Rock. These beacons are difficult to distinguish in adverse light conditions. The S pair of beacons marking Whittle Rock are situated at Buffels Bay; in range they bear 231.75°.

Swartkop, 678m high, is the highest summit of the prominent Swartkopberge range; it lies 0.7 mile SW of Oatland Point. Since it is separated from the main range by a narrow gap it has a distinctive sharp appearance when bearing WNW. Simonsberg, 0.9 mile NW of Swartkop, rises to a height of 547m. It is even more widely separated from the main range than Swartkop.

1.5 Roman Rocks (34° 11'S., 18° 27'E.), a group of above water, drying and submerged rocks, lie 1.5 miles N of Oatland Point; they are marked by a light; a racon transmits from the light. An obstruction, with a depth of 1.7m and marked close N by a buoy, lies about 0.4 mile NW of the light marking Roman Rocks.

Noahs Ark (34° 12'S., 18° 27'E.), a flat-topped rock 6m high, 0.7 mile SSW of Roman Rocks, provides a prominent mark when approaching Simons Bay from the SE.

A degaussing range is established close S of Noahs Ark. Anchoring and fishing or making fast to buoys, marking the range, is prohibited.

Simons Bay (Simonsbaai) (34° 11'S., 18° 26'E.)

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1.6 Simons Bay is situated on the W side of False Bay and consists of three basins.

Simons Town, formed on the shores of the bay, derives its name from the bay.

Winds—Weather.—The prevailing winds are SE from November to March and NW from April to October. The SE winds may blow continuously for 5 to 8 days, but more frequently die down toward evening, remain light or moderate during the night, and increase again during the forenoon. A steeply rising barometer is usually the precursor of strong SE winds. Shortly after such a wind has started, the hills above Muizenberg become capped with white cloud, and should the Hottentots Holland Range, on the E side of False Bay become similarly capped, a violent blow may be expected. When Simonsberg has a misty cloud at its summit, rain may be expected in a short while. During the season of SE winds, they frequently blow strongly from SSE. On these occasions a heavy surf builds up on those beaches that are not in the immediate lee of the breakwaters and the town.

During the season of NW winds, frequent gales, accompanied by rain, may be expected. A falling barometer usually foretells

such NW gales, which may be experienced at anytime of the year, and though often violent, seldom last longer than 3 days. As the depression passes to the S of the peninsula the wind normally backs to the SW, the temperature falls and violent local squalls may sweep down into the bay from the hills making it uncomfortable for ships at anchor. A hot dry N wind, known as the Berg Wind, occurs frequently in the winter and spring, but may be experienced at any time of the year.

Scend is rarely experienced in any of the basins, but hauling off buoys are available at some berths should they be needed.

Depths—Limitations.—The South African Naval Dockyard comprises the East Dockyard, consisting of P.W. Botha Basin, the East Dockyard Basin, and the Inner Basin. These three basins are protected by breakwaters. The West Dockyard, 0.5 mile farther W, is a smaller, open dockyard.

The P.W. Botha Basin (Outer Basin) has an entrance 90m wide marked by lights. There are seven lettered berths in this basin with alongside depths of 13.1 to 16.4m.

The East Dockyard Basin is entered from the SE corner of the P.W. Botha Basin through an entrance 88m wide. There are eleven lettered berths with charted depths of 2.4 to 14.6m alongside.

The Inner Basin, which is entered from the S part of the P.W. Botha Basin, has an entrance 30m wide. The seven lettered berths have charted depths of 6.7m alongside.

Selborne Dry Dock is situated at the SW corner of the Inner Basin. The length at floor head is 232m, the breadth at the entrance at the coping is 29m, and the depth below chart datum at the blocks at the entrance is 9.3m.

The West Dockyard comprises a number of storehouses, offices, and official residences. Within the yard, a boat landing ramp and a boat camber have been dredged to 1.2m.

Aspect.—From a distance, Elsie's Peak, 2 miles N of the East Dockyard, and Muizenberg, which rises to a height of 507m about 3.2 miles NNE of Elsie's Peak, are notable. The crane at the head of the drydock; Martello Tower, 91m E of the crane; two large yellow buildings, about 0.3 mile S of the basin; and a white house, which is situated about 1 mile NNW of East Dockyard Basin are conspicuous.

Pilotage.—Pilotage is compulsory for merchant and foreign naval vessels. The Naval Harbor Master acts as pilot and boards vessels about 0.9 mile N of Roman Rocks Light. Pilots will not take vessels in at night.

Signals.—A red flag is displayed at a flagstaff on the roof of the Naval Harbor Masters Office at the N end of West Wall when the port is closed. A green flag is displayed when it is open.

Anchorage.—Simons Bay is accessible all the year round, and affords excellent shelter for vessels in heavy SE gales, vessels ride safely, and although the bay is exposed to E and NE winds, these never blow with any strength. Northwesterly winds often blow very hard in the winter and have, on occasions, caused vessels at anchor in the bay to drag.

Merchant vessels may only anchor in False Bay, with the permission of the Naval Officer in Command, Simonstown, in berths allotted to them by the Naval Harbor Master. In general these berths will be situated about 3.5 miles SE of Roman Rocks, clear of all firing danger areas, where the holding ground is good. The anchorage area for small craft is off West Dockyard, between Town Pier and the boat camber. There are

several mooring buoys WNW of the outer basin of East Dockyard.

Vessels carrying explosives or other dangerous cargoes are required to anchor as directed by the Naval Harbor Master.

A submarine cable extends 0.5 mile ENE from near the N elbow of East Breakwater. Anchoring is prohibited NE of the Northern Spur and East Breakwater as indicated on the chart. Anchoring is also prohibited 1.3 miles N of Roman Rocks Light.

Directions.—By day, after clearing Anvil Rock or Rocky Bank as previously directed, a vessel should steer a course to pass midway between Whittle Rock and the western shore, and when Elsie's Peak and Roman Rocks are in line bearing 326.25° , course should be altered to preserve this transit. Provided Roman Rocks Light does not bear less than 313° or more than 332° , the passage is clear. When the lighthouse is about 1 mile off, course should be altered to pass midway between it and Noah's Ark.

Phoenix Shoal Buoy, 0.3 mile NW of Noah's Ark, can be rounded at a convenient distance and the allotted anchorage steered for.

By night, when E of Anvil Rock, and having passed from the red into the white sector of Cape Point Light, a vessel should preserve a N course until Roman Rocks Light bears 326° , when it may be steered for until East Breakwater Light bears 270° , when course may be altered as necessary to the allotted anchorage.

In thick weather, by day or night, it is advisable to steer for the middle of False Bay, keeping well to the E of Whittle Rock. If so fitted, a vessel should use electronic fixing aids, and the echo sounder should be run continuously. When approaching soundings of 35m the vessel, if unfamiliar with the locality, should anchor and wait for the weather to clear.

False Bay—North Side

1.7 In the N part of the bay there are three dangers which should be noted. Seal Island ($34^\circ 08'S$, $18^\circ 35'E$.) is a low rocky islet, situated about 6.5 miles ENE of Roman Rocks Light, and is surrounded by submerged rocks, which usually break. The remains of a metal tower stand near the middle of the island.

A detached shoal, with a depth of 15.5m, lies 0.5 mile WNW of the island, and a 16.5m patch lies 0.4 mile SSE.

York Shoal ($34^\circ 09'S$, $18^\circ 36'E$.), a rocky patch with a least depth of 1.8m lies 1.2 miles SSE of Seal Island; it usually breaks.

East Shoal, lying about 3.2 miles ESE of Seal Island, has general depths of 6.3 to 20m but in one place there is a rock, awash, which always breaks.

In the E part of False Bay there is an isolated patch, with a depth of 11.3m, which breaks in heavy gales.

Vishoekbaai ($34^\circ 08'S$, $18^\circ 26'E$.), or Fish Hoek Bay, an indentation in the coast close N of Elsie's Peak, provides a reasonable anchorage in 10m sandy bottom. It is usually calm except during strong E or SE winds.

Kalk Bay ($34^\circ 08'S$, $18^\circ 27'E$.), a small harbor protected by breakwaters, has berths with alongside depths of 2.7 to 4.5m.

In certain weather conditions, abnormal waves may occur, without warning, on the shoals seaward of the breakwater.

The head of False Bay is a low sandy beach, with a continuous line of surf fronting it, so that it affords no landing and should in all circumstances be avoided.

Swartklip ($34^\circ 04'S$, $18^\circ 41'E$.), a bluff headland at the head of the bay, is the E terminus of eroded sandstone cliffs which extend 2 miles W. These cliffs assume a darkish hue under certain light conditions. Lower cliffs continue 1 mile E of Swartklip.

The village of Macassar stands about 3 miles E of Swartklip. A dangerous wreck lies about 2 miles SSW of the village; vessels should keep clear of the area.

Passage is prohibited, extending 0.7 mile from shore, in a position about 1 mile SE of Macassar. Blinkklip, a rock which breaks, lies within the prohibited area about 3 miles SE of the town.

Strand ($34^\circ 07'S$, $18^\circ 49'E$.) has a beach frontage of 2 miles; the NW part is sandy and the SE part is fringed with rocky ledges which extend to Gordon's Bay. Within the 5m curve line, S of Strand, the bottom is rocky and foul.

A conspicuous radio tower, stands on a summit 7 miles E of Strand and rises to an elevation of 1,182m. The Dome, a peak rising to a height of 1,137m, is the highest elevation in a mountain range about 5 miles NNE of Strand.

Gordon's Bay is entered between Strand and a rounded headland 4 miles S. The bay is not recommended as an anchorage as it affords little shelter from the SE gales, which sweep into it from the Hottentots Hollandberge escarpment to the SE.

There is a small harbor for fishing vessels, on the S side of Gordon's Bay.

False Bay—East Side

1.8 The coastline from Gordon's Bay trends in a S direction to Kaap Hangklip. A mountain range rising to a height of 1,268m backs the coast to a point 1.3 miles of Kaap Hangklip.

The tall red brick building on the NW side of the escarpment, on the S side of Gordon's Bay, when brilliantly lit at night, provides a conspicuous mark.

Kogel Bay is not a good anchorage as the bottom is rocky in many places. It does, however, afford shelter from S and E winds.

Pringle Bay ($34^\circ 20'S$, $18^\circ 50'E$.) is open to W winds but affords good shelter from SE gales. The anchorage is in a depth of about 20m in the center of the bay well clear of the rocky and kelp fringed S shore.

Kaap Hangklip ($34^\circ 23'S$, $18^\circ 50'E$.) is only about 3m high, but 1.3 miles N of it is Hangklip Berg, 453m high, wedge-shaped, and sometimes known as False Cape; from the S it appears as an island, and from some directions its W face appears to overhang.

A conspicuous sandy patch extends halfway up its SE side. As a heavy sea always breaks on the cape and for some distance outside the off-lying dangers, vessels should give it a berth of at least 1.8 miles when passing.



Courtesy of Simon Baillie-Cooper
Kaap Hangklip Light

Kaap Hangklip to Cape Agulhas

1.9 Cape Agulhas lies about 62 miles SE of Kaap Hangklip; there are three bays along this sector of the coast.

The 30m curve line lies up to 5 miles offshore in this area and the 100m curve line lies 20 miles offshore SSW of Cape Agulhas light. The only charted offshore danger lying between the 50 to 100m curve lines is Twelve Mile Bank, with a least depth of 29m situated 12 miles SSW of Cape Agulhas.

Tides—Currents.—Mariners are urged to take every precaution against possible inshore sets between Kaap Hangklip and Cape Agulhas. The time to be more than ordinarily careful is not so much when a strong wind is blowing towards to shore, but when the weather is fair and all is apparently plain sailing, when the mariner may be lulled into a false sense of security.

Between Cape Point and Quoin Point, inshore sets may be experienced during all seasons, but rarely during the months of September to November. Between Quoin Point and Cape Agulhas, however, they are most frequent from September to February, and rarely occur during the rest of the year.

1.10 Between Kaap Hangklip and Danger Point, there are two large sandy bays, Sandown and Walker. At the head of

these bays there are sand dunes with low lying valleys behind them; there are a number of rocky points, fronted by reefs, in this area.

Masbaai, formed between Kaap Hangklip and Holbaaipunt (34° 23'S., 18° 51'E.), about 1 mile E, is a small rocky and foul bay, which has not been closely examined.

Silver Sands Bay is contained between Holbaaipunt and Stony Point. The bay is rocky at its sides but is otherwise clear of outlying rocks. A heavy surf sets into the bay and it is quite unsuitable for anchorage.

Betty's Bay, a slight indentation, is formed between Stony Point and a point 2 miles ENE.

Sandown Bay extends from the E point of Betty's to Mudge Point (34° 25'S., 19° 08'E.). This bay has a sandy beach along its whole length; it is clear of obstructions and provides fair anchorage in depths of 15 to 30m, during periods of very light SE winds and calm weather.

Palmiet River flows into the NW corner of Sandown Bay; it is a rapid stream in winter, but its entrance is always blocked by sand. Landing from a boat can be made at HW, in fine weather, in a small sandy cove 0.8 mile E of the river's mouth.

Palmietberge, a coastal range of mountains, rises to a summit of 682m, 2 miles NNE of the mouth of Palmiet River.

Mudge Point is a low rocky projection some 2 miles wide, which has a number of submerged, kelp covered reefs lying off it. The point is backed by conspicuous sand dunes up to 70m high, and behind them a coastal range of mountains ends in a rounded bluff 480m high, approximately 2 miles NE.

Walker Bay (34° 30'S., 19° 17'E.) is entered between Mudge Point and Danger Point.

1.11 Hermanus (34° 25'S., 19° 14'E.), a growing seaside resort in the NW side of Walker Bay, has several conspicuous buildings, extending for about 1 mile along the coast. Two breakwaters, the S one marked by a light, form a small harbor.

Hydra Bay, situated in Walker Bay, about 2 miles NNE of Danger Point, may be easily distinguished by a sand patch, which marks the face of a hillock behind it.

A reef, with a least depth of 0.6m, extends NW for 0.4 mile offshore in the N part of Hydra Bay. A rock, with a depth of 5.5m, lies 0.3 mile W of the above reef and a 6.4m patch lies 0.4 mile N of the reef.

Anchorage.—The best anchorage in Walker Bay is abreast Hydra Bay, 0.8 mile offshore and 2 miles N of the light on Danger Point, in depths of 22 to 26m. This position is sheltered from SE winds and the swell is less heavy than closer to the head of Walker Bay.

It should be noted that, when approaching the anchorage at Hydra Bay from the S, Danger Point should not be approached nearer than 2 or 3 miles in the day and at least 5 miles at night.

1.12 Danger Point (34° 38'S., 19° 18'E.) is formed by a tongue of low sandhills, covered with sparse vegetation, which extends for a distance of some 4.5 miles WSW from a peak known as Duifonteinberg. This bluff mountain, 356m high, is conspicuous from all directions when viewed from seaward.

Several detached rocks lie off this point. The most dangerous is **Birkenhead Rock** (34° 39'S., 19° 17'E.), with a charted depth of 3m situated 1.3 miles SW of the light. The rock is steep-to, and in a moderate swell, the sea breaks continuously and



Courtesy of Simon Baillie-Cooper
Danger Point Light

violently over it, but in calm weather it may only break intermittently.

From Danger Point to Quoin Point the coast is brush-covered and generally low-lying, but is backed at distances of 2 to 4 miles by moderately high rugged hills. Sandy beaches, backed by sand dunes, alternate with rocky stretches. A long heavy swell, normally sets in to the coast making it inaccessible, though landing is practicable, in a few places.

Sandy Point (34° 39'S., 19° 27'E.) is a group of islets and rocks, the latter below water and awash, extending 3.5 miles SW of the point. Dyer Island, the largest of the islets, lies 2.5 miles SW of Sandy Point. Geyser Island lies close S of Dyer Island; both islands are low and rocky. These islands and rocks form a natural breakwater where vessels may find shelter in S and SE gales. There is reasonably good holding ground in 21m sand, with some rocky patches, with the extremities of Dyer Island bearing about 128° and 156°, distant 1 mile.

Two shoals, which break heavily when there is any swell, lie close together about 1.5 miles offshore 6 miles ESE of Dyer Island. The W shoal dries and the E one has a least depth of 6.8m.

Quoin Point (34° 47'S., 19° 38'E.) is a mass of square hummocky land, fronted by sunken rocks and heavy breakers,

extending more than 1 mile from the shore. When seen from the S, it may be recognized by two sandhills near its extremity. The point is marked by a light.

Between Quoin Point and Cape Agulhas the coast is low and sandy as far as Sandberg (34° 48'S., 19° 58'E.), which rises to a height of 155m, 1 mile inland about 3 miles NW of Cape Agulhas, except for the coast S of the tableland Zoetanyberg, where it is steep and rocky.

A radio mast, marked by lights, stands at an elevation of 753m, 19 miles NNW of Cape Agulhas.

This entire coastline is exposed to the full force of the ocean swell and landing is impracticable.

Six Mile Bank (34° 55'S., 19° 54'E.), a tongue of the coastal bank with depths of 22 to 27m along its S edge, extends up to 6.5 miles SSW and 12 miles WSW from Cape Agulhas.

Cape Agulhas (34° 50'S., 20° 01'E.) is distinguished from other points in the locality by the features of the land about it. From an E of W distance seaward, the N and S elevations or ridges resemble two oblong hummocks, while at a distance from the S they appear as one. A shoal, with a depth of 4.7m, lies 1 mile S of Cape Agulhas.

Caution.—Cape Agulhas should be given a wide berth. Several wrecks are believed to be inshore and fishing vessels are often met in the vicinity.

Cape Agulhas to Mosselbaai

1.13 Between Cape Agulhas and Mosselbaai, 115 miles ENE, the coastal plain is backed by mountain ranges. In clear weather the peaks of Langeberg range, which lie 25 to 30 miles inland, provide useful marks. This range forming part of the coastal escarpment extends for about 75 miles, between the meridian of Struis Point (20° 15'E.) and that of Ystervark Point (21° 45'E.). The E part of this range and the W part of Outeniqua Mountains form a distinctive background to the foothills, lying about 10 miles inland from Ystervark Point.

Agulhas Bank lies centered in position 35° 53'S., 20° 57'E. One remarkable fact as to the Agulhas Bank is seen in its quieting effect on the heavy seas, which roll up to it. A vessel may be laboring heavily in a turbulent and irregular sea while in deep water outside the bank, but directly soundings from 110 to 128m are obtained the sea becomes comparatively tranquil.

Alphard Banks (35° 02'S., 20° 51'E.), lying from 43 to 47 miles ESE of Cape Agulhas, has a least charted depth of 15m. In a heavy swell the sea breaks on the 15m patch at the W end of the banks. Laden tankers and other deep draft vessels should keep well clear of the banks, and shipping in general would be well advised to do so because of the overfalls and rips which occur there.

Owing to the proximity of the main traffic routes, and to the lack of aids to navigation, mariners should avoid the area within 6 miles of the shallowest part of Alphard Banks.

Mariners are warned of the existence of an Oil Development Area E of Alphard Banks to a position approximately 40 miles S of Mosselbaai.

Northumberland Point (34° 48'S., 20° 04'E.) is low and sandy. A dangerous reef, with rocks awash, extends 1.3 miles E of the point; a rock with less than 2m lies close off the E extremity of the reef.



Courtesy of Simon Baillie-Cooper

Cape Agulhas Light

Caution.—A dangerous wreck lies close S of the above rock.

A shoal, with a least charted depth of 12.8m, and dangerous to deep draft vessels even in moderate swell, lies 3.5 miles ESE of Northumberland Point; less water has been reported. In bad weather, the sea breaks heavily over this shoal.

Deep draft vessels are advised to pass at least 2.5 miles S of the above-mentioned shoal.

1.14 Struisbaai (Struis Bay), between **Northumberland Point** (34° 48'S., 20° 04'E.) and Struispunt affords shelter with winds between W and NW, but is wholly unsafe with onshore winds, and should not be approached in any wind from WSW, round by S, to E. With such winds the sea breaks in 12.8m or 14.6m

In 1975, lesser depths than charted were reported in this area.

Anchorage.—There is anchorage in the bay in 9m, sand, approximately 1 mile NNE of Northumberland Point. Here the bottom is clear, while closer in it is foul. Large vessels anchor farther out in about 13m.

Struispunt (Struyspunt) (Struis Point) (34° 41'S., 20° 14'E.) is a low, sandy promontory, fringed with rocks, extending for 1 mile from bare sandhills, 63m high. A little further inland bush-covered dunes attain heights of 73m.

A stone beacon, 10m in height, stands near the extremity of the point; it has been reported that the beacon was falling in disrepair.

Foul ground, consisting of several detached patches of reef which nearly always break, extends for 2 miles SE of Struispunt.

Outer Blinder Rock, the outermost patch, has a depth of 5.5m. Bulldog Reef, 0.3 mile NW of Outer Blinder Rock, has several rocky heads, with depths less than 2m.

Caution.—Owing to the similarity of the features of Struisbaai and of Marcus Bay, to the E, it may sometimes be difficult to determine whether a vessel is to the E or W of Struispunt. In hazy or foggy weather the high land within Cape Agulhas may not be visible, although the sandhills of Struisbaai and the breakers off Northumberland Point may be distinctly seen. In such circumstances care is necessary in approaching the land, but it should be possible to identify Struispunt by its beacon.

When in the vicinity of Struispunt, it is advisable to keep in depths of more than 50m.

1.15 **Marcus Bay** (34° 40'S., 20° 15'E.) is entered between Struispunt and Hooppunt, about 5 miles NE. The bay has rocky patches in it, but in N and NW winds, it affords shelter similar to that of Struisbaai.

Hooppunt (34° 37'S., 20° 19'E.), a slight bulge in the sandy coastline, about midway between Struispunt and Marthapunt, may be identified by two bare, high and pointed sandhills lying close behind it. Between these two points the bottom is generally foul and there is no recognized anchorage. Within 2

miles of the coast confused and breaking seas occur during bad weather and no vessel should enter the area without local knowledge.

Atlas Reef (34° 37'S., 20° 21'E.), with a charted depth of 5.5m, lies about 1.8 miles E of Hooppunt.

Cape Infanta (34° 28'S., 20° 52'E.) is a narrow, comparatively low promontory fringed by rocks, extends some 0.5 mile SE. A small bay, with sandy beaches at their heads, is situated on either side of the cape. A light stands on a point 1.3 miles WSW of Cape Infanta. A radiobeacon transmits from a position close to the light.

Saint Sebastian Bay is entered between Cape Infanta and Cape Barracouta. The W part of the bay affords shelter from all winds, except those from the E and S.

Saint Sebastian Point (34° 26'S., 20° 52'E.) is a bold headland 66m high. It is fringed with rocks, extending 0.1 mile offshore, with depths of 15m at a distance of 0.3 mile from the point.

The recommended anchorage is about 0.8 mile N of Saint Sebastian Point, in a depth of 14 to 15m, sand.

Cape Barracouta (34° 26'S., 21° 18'E.) is a rounded point, which may be identified by a prominent reddish colored sand patch extending between 1 and 2 miles NW of it. From E the cape appears as a low tongue of land extending S; it is not prominent from S or W.

Cape Barracouta should be passed by a distance of at least 3 miles keeping in depths of 50m or more.

Caution should be exercised, as a depth of 31m was reported in position 34° 43.8'S, 20° 39.1'E.

1.16 Oribi Oilfield (35° 14'S., 21° 30'E.) consists of a floating production platform and a mooring buoy and is best seen on the chart.

Between Cape Barracouta and Leven Point, a prominent bluff 3.5 miles ENE, and then to Morris Point, 3.5 miles farther ENE, the coast is rocky and indented with several small bays. A high reddish colored sand patch, prominent from SE, extends for 2 miles along the coast between Leven Point and Morris Point.

Stillbaai (34° 23'S., 21° 26'E.) is entered between Morris Point, a low sandy point, fringed with rocks, and a group of rocks 2 miles NE. A reef of rocks, awash and below water, extends 0.7 mile SSE from Morris Point. During the prevailing SW winds of winter there is good anchorage for small craft under the lee of Morris Point and the reef. During the summer, when the SE wind prevails, the anchorage is not safe.

Ystervarkpunt (34° 24'S., 21° 44'E.), marked by a light, is situated 14.5 miles E of Morris Point. The point is somewhat lower than the coastline to the W of it and is fringed with reefs on which the sea breaks heavily. A rounded hill 210m high, rises 1 mile NNW of Ystervarkpunt, and Aasvoelberg rises to a height of 492m 11 miles NNW.

Kanon Point (Cape Vacca) (34° 20'S., 21° 55'E.) lies 10 miles ENE of Ystervarkpunt. Care must be taken in rounding this low cape at night, as it is only just within the range of Cape St. Blaize Light, which is not visible when bearing greater than 052° or about 0.5 mile outside Kanon Point. If the light is not seen, keep in depths of 40m or more. An ODAS buoy lies 6.5 miles SE of Kanon Point. This buoy has no navigational significance.

A lighted offshore platform stands about 34 miles SSE of Kannon Point. Two submarine gas pipelines extend from the platform to a point on shore in Visbaai, about 5 miles NNE of Vlees Point. Two other platforms stand 9 and 10 miles NW of this first platform. All three platforms are connected by submarine gas pipelines.

1.17 Veelishaai (34° 19'S., 21° 56'E.) is entered between Kanon Point and Vlees Point. The bay affords temporary shelter during NW gales. Vlees Point may be recognized by a flesh colored patch of sand.

Visbaai is entered between Vlees Point and Pinnacle Point. The bay may be used by vessels seeking shelter from NW gales, the best anchorage being in the W part, in 12.8 or 14.6m, with Flesh Point bearing about 157°, distant 1.2 miles and the same distance offshore.

It is advisable for vessels to put to sea as soon as the gale subsides, for then a heavy SW swell sets in and causes a dangerous breaking sea.

Cape St. Blaize (34° 11'S., 22° 10'E.) is a bluff about 76m high. Just below the bluff is a conspicuous white washed rock. West of Cape St. Blaize vessels should be careful not to shut in the light nor should they stand into a depth less than 46m. Blinder Rock, with a depth of 3.7m, lies about 0.5 mile ESE of Cape St. Blaize.

Mosselbaai (34° 11'S., 22° 09'E.)

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1.18 Mosselbaai is entered between Cape St. Blaize and the mouth of Groot-Brakrivier. The port consists of a town and a small artificial harbor formed by breakwaters.

Winds—Weather.—Mosselbaai affords excellent shelter to vessels during the winter months, May to October, when heavy NW gales are of frequent occurrence. If the winds veer to W and WSW, it sometimes happens that a heavy SW swell sets into the bay. As ground swells develop quickly vessels should not anchor in less than 14.6m.

During the summer season, October to May, moderate SW winds are common, but it is the season when SE gales may be expected. When they occur the bay is exposed to the full effect of the open sea.

Depths—Limitations.—The harbor is protected on the E by a breakwater and a mole which extends for 0.3 mile NNW from the shore, and on the W by a mole extending approximately 0.1 mile NE from the shore.

The harbor entrance has been dredged to a depth of 8m, over a width of 100m. The outer part of the harbor has been dredged to 7.5m and the inner part to 6m. Quay No. 1 has been dredged to 1.7m, Quay No. 2 has been dredged to 2.7m, and Quay No. 3 has been dredged to 5.5m. Vincent Jetty, with depths from 4m to 6m, projects from the head of the harbor. Quay No. 4, the main commercial quay, is on the SE side of the wide mole and has an alongside depth of 7.5m, with the exception of the mole head. Quay No. 5, with depths of 5m alongside, lies close W of the head of Vincent Jetty.

In the open bay, at the oil terminal, tankers up to 30,000 dwt with a maximum length of 204m, can be accommodated. There are no restrictions at the anchorage.



Courtesy of Simon Baillie-Cooper

Cape St. Blaize Light

The offshore oil terminal is situated NE of Seal Island. The seaward end of a submarine pipeline, connected to the shore, is marked by a buoy, moored about 0.6 mile NE of Seal Island. The depths at the berth are from 15 to 18m, sandy bottom. There are five mooring buoys at the terminal. Berthing is normally only carried out by day. Normal seamanlike precautions must be taken at all times as the berth is an open roadstead and strong winds may spring up with little warning.

A lighted SPM, connected to the shore by a submarine oil pipeline, lies about 1.2 miles ENE of Seal Island.

Aspect.—A stadium stands 0.5 mile W of Cape St. Blaize Light. A church spire on a hill stands 0.7 mile WNW of the stadium. A radio mast stands close WNW of Cape St. Blaize Light; a school building stands a little farther WSW of the radio mast. Conspicuous tanks backed by a chimney stand 0.7 mile WNW of Seal Island.

Pilotage.—Pilotage is compulsory for tankers berthing at the offshore oil terminal, and for all merchant ships entering Mosselbaai Harbor. A 1 hour notice must be given to the Port Captain through VHF radio. Port Control can be contacted 7 days a week on VHF channel 16 only from 0600 to 2300. The working channel is VHF channel 12. The pilot embarks about 2 miles N of Cape St. Blaize.

It is important that tankers bound for the oil terminal give the Harbor Master at least 3 days notice of their ETA at the terminal. They should, when within range, establish radio contact through Cape St. Blaize Light on VHF channel 16.

Regulations.—Port regulations are furnished to vessels on arrival. The general regulations for the harbors of the Republic of South Africa are in force.

Anchorage.—Vessels may anchor in Mosselbaai, with Seal Island bearing 276°, distant 1.5 miles, in depths of 20 to 22m, mud and sand.

Anchoring is prohibited in the vicinity of the offshore terminal, as indicated on the chart.

Caution.—A dumping ground is situated S of Seal Island; its limits may be seen on the chart.

Mosselbaai to Knysna Harbor

1.19 Outeniqua Mountains lie parallel to the coast, about 10 miles inland between Mosselbaai and Knysna. The most prominent of these peaks, providing good marks in clear weather, are:

1. **Engelsberg** (33° 52'S., 22° 08'E.), rising to a height of 1,522m about 19 miles N of Cape St. Blaize.
2. Jonkersberg, a peak 1,449m high, lying 1 mile S of **Skurweberg** (33° 53'S., 22° 14'E.), 1,466m high.
3. **Cradocksberg** (33° 54'S., 22° 28'E.), 1,580m high, and Melville Peak, 1,299m high, 4.5 miles ESE of Cradocksberg.

From the mouth of Groot-Brakrivier (34° 03'S., 22° 15'E.), a sandy beach extends 4 miles E. Rocky ledges front the coast for the first mile, then the beach appears to be free of rocks, but is normally surf bound.

Herold's Bay is a slight indentation in the high cliffs, 7.5 miles E of Groot-Brakrivier.

Between **Herold's Bay** (34° 03'S., 22° 28'E.) and Victoria Bay the coast is rugged, with steep cliffs up to 75m high and intersected with narrow ravines.

Victoria Bay (34° 00'S., 22° 33'E.) is rock bound except for a small sandy beach at its head, where landing can be effected in calm weather; only small boats should attempt to enter the bay.

Gerickepunt (34° 02'S., 22° 46'E.) is a prominent bluff, 162m high, at the E end of a ridge of high sandstone cliffs, which have a reddish color. These high cliffs extend about 0.6 mile E of the point and terminate abruptly.

Caution.—A submerged rock, with a depth of 0.9m, lies 3.5 miles ESE of Gerickepunt; another submerged rock, with a depth of 5.2m, lies 0.6 mile farther SE. Rocks, which always break, lie 1.8 miles W of Walker Point. The sea breaks up to 1 mile offshore in some areas of this coast, but not always to the seaward limit of the foul area.

Between Gerickepunt and Walker Point it is advisable to keep at least 2.5 miles offshore and in depths of more than 40m.

1.20 Walker Point (34° 06'S., 22° 59'E.), the W entrance point to Buffalo Bay (Buffels Bay), is a low rocky point 0.8 mile length. A chain of above and below water rocks extends 0.3 mile from the extremity of the point, where there is a solitary outcrop 1.5m high.

The land to the N of Walker Point consists of scrub covered hillocks, backed by bare grassy hills rising to heights over 275m.

Dagleish Bank (34° 11'S., 22° 58'E.) is of coral formation and has a least charted depth of 26m. Deep draft vessels should pass well S of this steep-to bank.

Buffalo Bay is entered between Walker Point and Castle Rock, a boulder, 10m high close to shore, 2.3 miles NE. The buildings of a hotel and a nearby sand patch situated on the high ground immediately above Castle Rock, are prominent.

During NW winds small craft may obtain sheltered anchorage in Buffalo Bay, 0.6 mile NNE of Walker Point, in 9 to 14m, clay. If the wind backs to S of W it is advisable to put to sea immediately as a heavy swell and breaking sea usually set in.

Between Castle Rock and the entrance to Knysna Harbor, the coast consists of high rocky cliffs, fronted by rocky ledges and backed by a range of bush-covered hills, rising to a height of 200m or more.

1.21 Knysna Harbor (34° 05'S., 23° 03'E.) is entered between the steep and rocky headlands of Western and Eastern Heads. The port consists of a town and a small natural harbor.

Tides—Curr ents.—The time of HW in Knysna Harbor is 3 hours and 30 minutes; spring tides rise 1.9m.

The ingoing current sets strongly from the SE toward Needles Point, then runs directly through the narrows, but the outgoing current, from abreast Green Point, sets directly toward Fountain Point, and the rocks between that point and Inner Obelisk Point, and then follows the channel, but bearing to the E unless there is a strong W current outside, in which case, it sets directly seaward.

With a heavy sea on the bar, near HW and LW, the force of the break drives large quantities of water toward Emu Rock, this setting strongly out again close to the W shore, outside the inner bar. It is therefore advisable, before taking the bar with a breaking sea, that the ingoing current should have made at least 2 hours, at which time the current and the break act together, and the drawback is not felt.

Depths—Limitations.—The outer bar at the entrance has a depth of 5.5m and the inner bar has 4.1m, the depth between them being 8.2m. Within the bar the river deepens to 15.5m, the general depths being from 4.5 to 9.1m abreast Steinbok Island, but the width of the anchoring space is only about 0.2 mile, being reduced by a sandbank off the W side of that island. Off Knysna the depths are from 3 to 7.9m and vessels that can cross the bar can proceed to this anchorage.

Aspect.—The locality may be identified by Spitzkop Mountain, 937m high, and the five pass E of it, which rise about 10 miles NNE of the entrance, and by Krantz Hoek, 279m high, 9 miles E of the entrance and less than 1 mile inland, fronted by a bluff, 169m high, rising steeply from the sea.

There is a large timber factory, with two conspicuous chimneys, on Paarden Island. A radio mast stands 1 mile NW of the harbor entrance.

Pilotage.—There is no pilot service for Knysna Harbor.

Caution.—The entrance is between Needles Point on the W and the dangers lying between the Mewstone and Outer Obelisk Point on the E.

Black Rocks, on which the sea always breaks, form a cluster extending about 0.1 mile from the W entrance point, and 0.4 mile E of these is the Mewstone, a little more than 0.1 mile off the E entrance point. Southeast Rocks form a cluster about 0.4 mile SE of the Mewstone.

Emu Rock, with a depth of 1.2m, and on which the sea does not always break, lies nearly midway between the inner and outer bars in a position about 0.2 mile SW of Inner Obelisk Point.

Knysna Harbor to Cape Recife

1.22 From the entrance to Knysna Harbor to the Noetzie River, the coast consists of rugged red cliffs, from 60 to 75m high, with patches of shingle beach and off-lying rocks extending as much as 0.5 mile from the cliffs in places. Between Noetzie River and Cape Seal, the coast continues as steep sided cliffs rising to over 120m. Off these cliffs several detached boulders rise from the sea; some are covered with vegetation and some are bare, and some rise as high as the cliffs themselves.

The deep gorge of the Krantzhoek River, which enters the sea 5 miles E of the Noetzie River, is easily identified. The land between the two rivers is heavily wooded, rising from the cliffs to elevations of more than 250m.

Cape Seal (34° 06'S., 23° 25'E.) is the extremity of a heavily wooded narrow peninsula with rugged cliffs on each side; it projects 2 miles ESE from the coast. A break in the cliffs near the mainland gives the peninsula the appearance of an island from certain directions.

Whale Rock, a patch of below water rocks with a least depth of 1.2m lies between 0.3 and 0.5 mile E of Cape Seal. The sea nearly always breaks, but on occasions it is deceptively calm.

1.23 Plettenbergbaai (34° 05'S., 23° 25'E.) is entered between Cape Seal and Komkromma Point. There is no regular tidal current in the bay.

Vessels may obtain shelter in the bay, when the sea is too high for Mosselbaai, but, like other bays on this coast, it is exposed to the full force of SE gales, which blow violently and frequently, from September to March. A vessel should always be prepared to leave this anchorage on any indication of one of these gales.

Anchorage.—The usual anchorage for vessels loading timber is about 0.5 mile SE of the ledge of rocks off Pisang River. There is good anchorage in about 46m, with Cape Seal Light bearing 210°, 4 miles distant.

Directions.—There are no dangers in entering or leaving the bay, except for Whale Rock, which should be given a berth of 1 mile. There would be considerable risk in attempting the channel between it and Cape Seal. The S end of the long sandy beach S of Pisang River, open NE of the peninsula, bearing about 280°, leads N of the rock.

Between Komkromma Point and Cape St. Francis the coast is dangerous and has been the scene of several wrecks, as the proximity of the mountain chain to the coast, and the prevailing winds occasionally cause dense fogs, and there is an occasional and sometimes unpredictable current, which sets onto the shore.

Aspect.—Along this coast, from Komkromma Point to Cape St. Francis, there are several peaks, which are well-defined and easily identified. These peaks rise from the mountain ranges, which parallel the coast and lie from 4 to 7 miles inland; there are named from W to E.

1.24 Thumb Peak (33° 51'S., 23° 37'E.), so called from its shape, is 1,407m high, and rises about 18.5 miles NNE of Cape Seal. Formosa Peak, 4 miles ESE of Thumb Peak, is 1,674m high.

Grenadierskop (33° 55'S., 23° 43'E.) rises to a height of 988m, about midway between Formosa Peak and the coast; it is another peak, with a descriptive name.

Witelsbos (33° 58'S., 24° 06'E.) is a pyramidal peak, 1,254m high; it presents a flat top, when seen from SE or SW. Blouberg appears saddle shaped, when seen from the S, from other directions it appears to be flat topped; it rises to a height of 923m.

Kruisfontein (33° 57'S., 24° 41'E.), a double peak, 788m high, lying 17 miles NNW of Cape St. Francis and Klipfonteinberg, lying 5 miles NNE of Kruisfontein, are the most prominent peaks to the N of Cape St. Francis.

Tsitsikama Point (34° 10'S., 24° 30'E.) is a low shelving, ill-defined point, backed by sandhills; rocks and breakers extend at least 0.8 mile offshore. Because of the nature of the point and the currents which occasionally set onto it, numerous vessels have been wrecked in the vicinity. Deep draft vessels should avoid a 26m coral patch lying about 5.2 miles SW of the point.

Seal Point (34° 13'S., 24° 50'E.), is low and rocky with both awash and below water rocks close to the extremity of the point. A reef, which nearly always breaks, lies 0.4 mile SE of the point and foul rocky ground extends 0.8 mile farther SE.

1.25 Cape St. Francis (34° 12'S., 24° 52'E.), 2 miles NE of Seal Point, is a narrow rocky promontory, which can be identified by two bush covered dunes, with a bare sand ridge between them. A ledge of boulders up to 4m high, lies at the extremity of the cape and merges into a reef, with rocks awash and below water. This reef extends 0.3 mile SE and is usually clearly marked by breakers.

Directions.—Vessels traveling E should pass at least 2 miles S of Seal Point in depths of 100m. If traveling W, it is advisable to keep farther offshore in order to take advantage of the current. If rounding Cape St. Francis to enter Krombaai, pass 2 miles off the cape in depths of 30 to 50m.

1.26 From Cape St. Francis, the coast trends in a general ENE direction to Cape Recife. The sandy shores of St. Francis Bay and the rock bound coast W of Cape Recife are backed by sandhills, which for the most part are bush-covered. The mountain ranges, inland, provide a prominent backdrop.

Directions.—Vessels making a transit between these two capes should, by day, keep from 2 to 3 miles offshore; an indraft often sets towards the coast between Chelsea Point (34° 03'S., 25° 38'E.) and Cape Recife, 4 miles ENE. It is advisable to pass at least 3 miles S of these points.

At night or in poor visibility keep in depths of more than 80m to Classen Point when a depth of more than 100m should be maintained until E of Cape Recife.

A lighted buoy marks an underwater instrument site 1.2 miles N of Cape Saint Francis.

St. Francis Bay, an extensive bay which recedes NW about 10 miles, is entered between Cape St. Francis and Classen Point. There are no known off-lying dangers in this bay, which includes Krombaai and Jeffreys Bay along its W shore and Kabeljousbaai at its NW head.

Sphinx Peak (33° 48'S., 25° 05'E.) and Brak River Hill, a double peak 10 miles SE of Sphinx Peak, are conspicuous. A conspicuous radio tower stands close E of Brak River Hill's E peak.

1.27 Krombaai (Kromme Bay) (34° 10'S., 24° 52'E.) is entered between Cape St. Francis and Seekoeipunt. A conspicuous water tower, stands on the coast about 1 mile SW of Seekoeipunt. The bay affords good anchorage in 16 to 18m over sandy bottom, with Cape St. Francis bearing 180°, distant about 2 miles, and about the same distance off the mouth of Krom River. The shelter is good in W gales, but the bay is not safe with E winds; SW winds are the worst for swells.

A below water reef extends 0.2 mile E from the head of the bay; the bottom is generally rocky in the N part, between this reef and the Krom River. Shallow water extends, 0.7 mile offshore close S of the mouth of the river.

Seekoeipunt (34° 05'S., 24° 55'E.) lies at the seaward end of a range of dark, bush-covered sand dunes. A reef, awash in places extends 0.5 mile SE from the point and foul ground, which breaks except in the calmest weather, extends 1.5 miles farther SE. Vessels should pass Seekoeipunt at a distance of 3 miles by day, and at night should keep in depths of 30m or more.

Classen Point (34° 02'S., 25° 26'E.), the E entrance point to St. Francis Bay, may be identified by a few huts backed by

bush covered sand dunes. A ledge of rocks extends 0.2 mile SE of the point.

Between Classen Point and Cape Recife, the bottom is foul and rocky in depths less than 20m.

Lovemore Hill, 210m high, rises 1.7 miles NNW of Classen Point; a large prominent building stands on the summit. A conspicuous radio tower stands 4 miles NNE of Lovemore Hill.

Chelsea Point, 4 miles E of Shoenmakerskop, is low-lying. Drying rocky ledges extend 0.2 mile seaward, and the sea breaks heavily over an extensive below water reef situated between 0.5 to 0.7 mile ESE of the point.

Botha Kop (34° 00'S., 25° 31'E.) is a sparsely wooded hill, 282m high; when seen from the E, it has an appearance of a bluff.

1.28 Cape Recife (34° 02'S., 25° 42'E.) is low, but Recife Hillock, 0.8 mile WNW, rises to a height of 44m, and is often seen before the lighthouse; from a distance the hillock may appear as the termination of the coastline. Cape Recife Light, 28m high, is a major light exhibited at the extremity of Cape Recife.

A conspicuous building situated 2 miles NW of Cape Recife Light is likely to be the first object sighted when approaching the cape from the S by day.

Thunderbolt Reef, a patch of rocks with depths less than 2m, lies 0.8 mile SSW of the light. The sea generally breaks on this reef, which extends up to 0.6 mile SE of Cape Recife.

Caution.—Vessels should not attempt to approach Cape Recife or Thunderbolt Reef within a distance of 2 miles because of the strong set toward them.



Courtesy of Simon Baillie-Cooper
Cape Recife Light